

Ken Bowers, AICP

# To Support Transit, Plan for Walkability



Raleigh

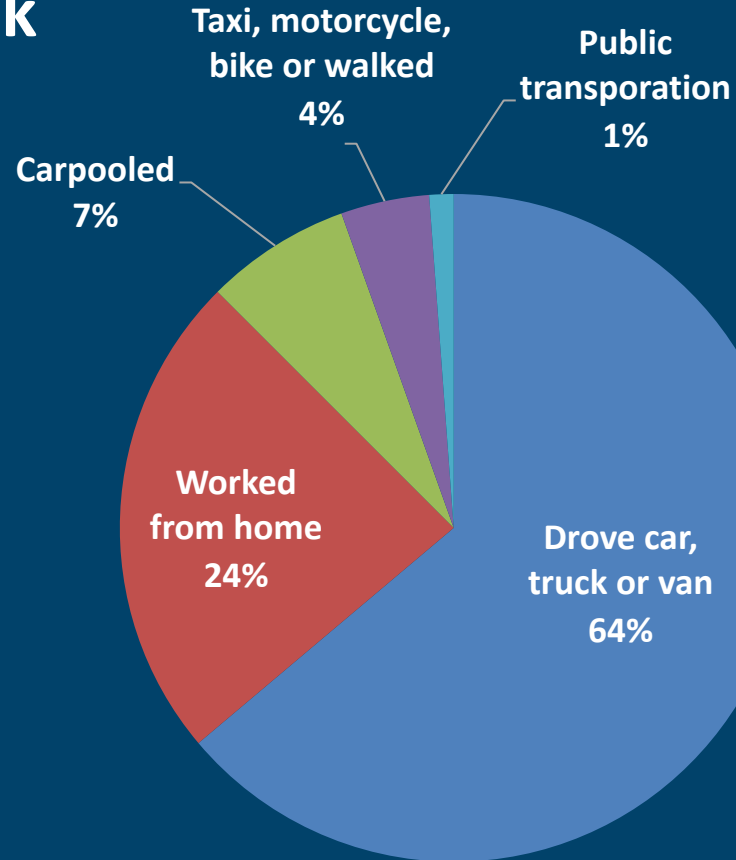


# Main Points

- A vast distance stands between where Raleigh wants to be with transit and where we are
- You can't have great transit without walkability
- It's easier to swim downstream than upstream
- The market is flowing towards walkability
- Connecting walkable places in Raleigh will be achieved primarily with frequent, reliable bus service

# How Raleigh Gets to Work

- **87%** of Raleigh commuters drive to work
- The average commute time is about **24** minutes long
- A single person living in Raleigh will spend about **\$10,096** a year on transportation





# Sidewalks ≠ Walkable



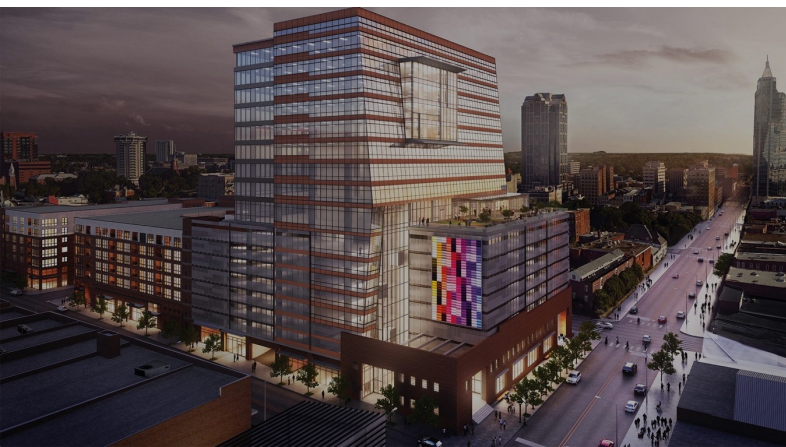


# All Transit Riders are Walkers











# Sample Rent Premium



## Junction Six Forks

Suburban arterial, close to offices, Whole Foods, I-540

1,168 sf 2BR 2 bath

Starting rent: \$1,770

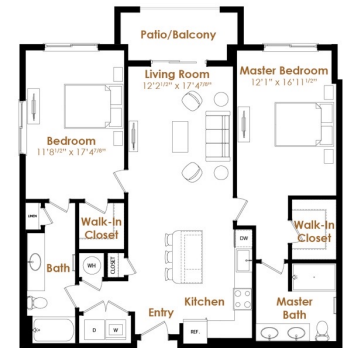


## Trilogy Cameron Village

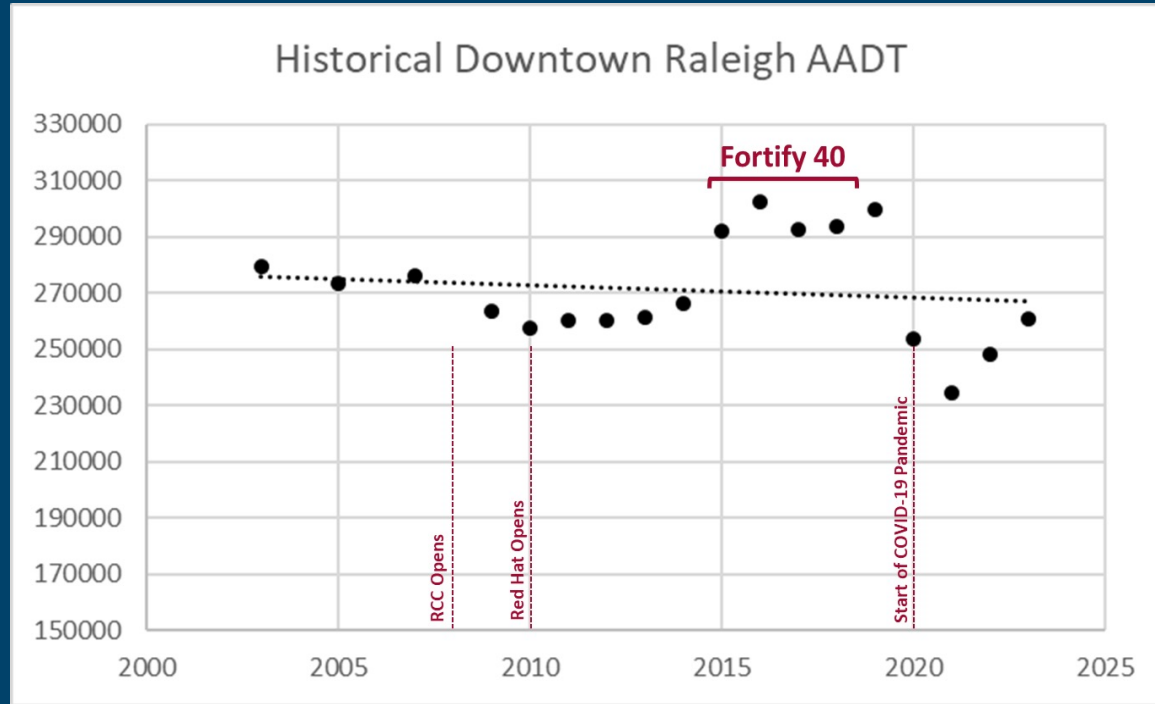
Urban infill, close to Village District, NCSU, Hillsborough Street, downtown

1,180 sf 2BR 2 bath

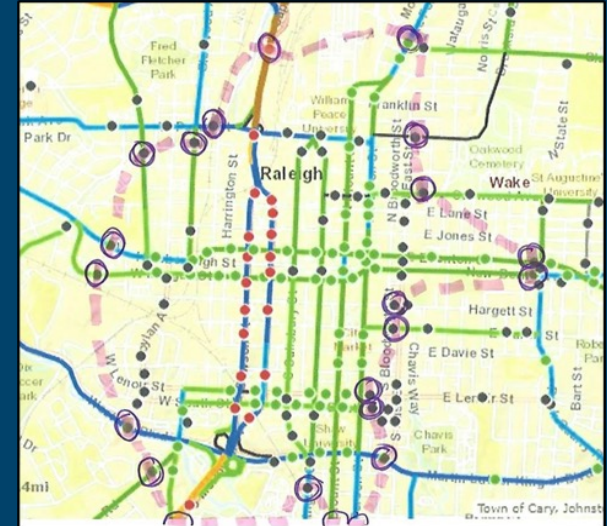
Starting rent: \$2,395 (+35%)



# Downtown Has Grown, Traffic Has Not

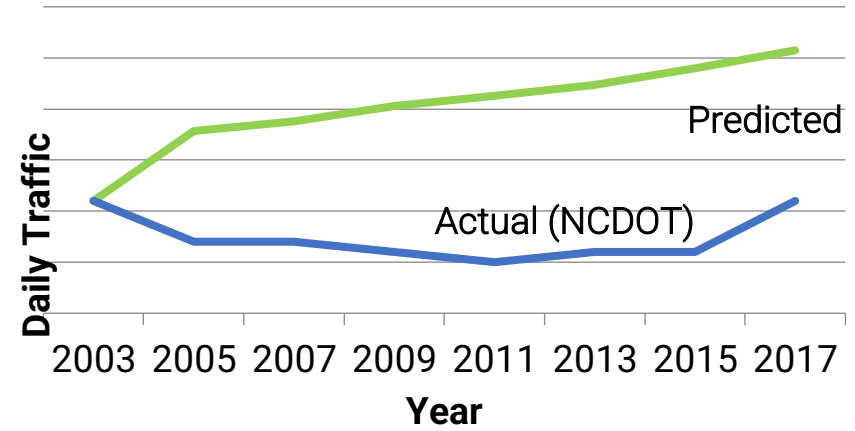


- Number of housing units downtown has doubled since 2000
- 1.8M SF of office and 500K SF of retail space added downtown since 2015

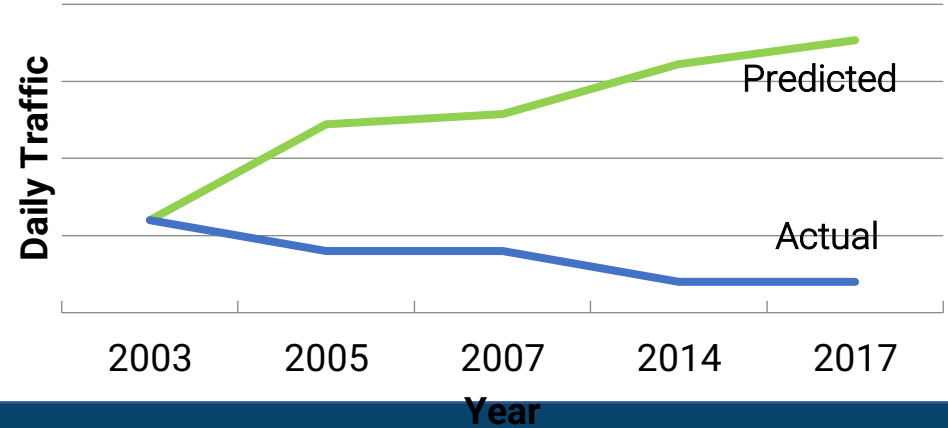




## Six Forks Road north of Rowan Street

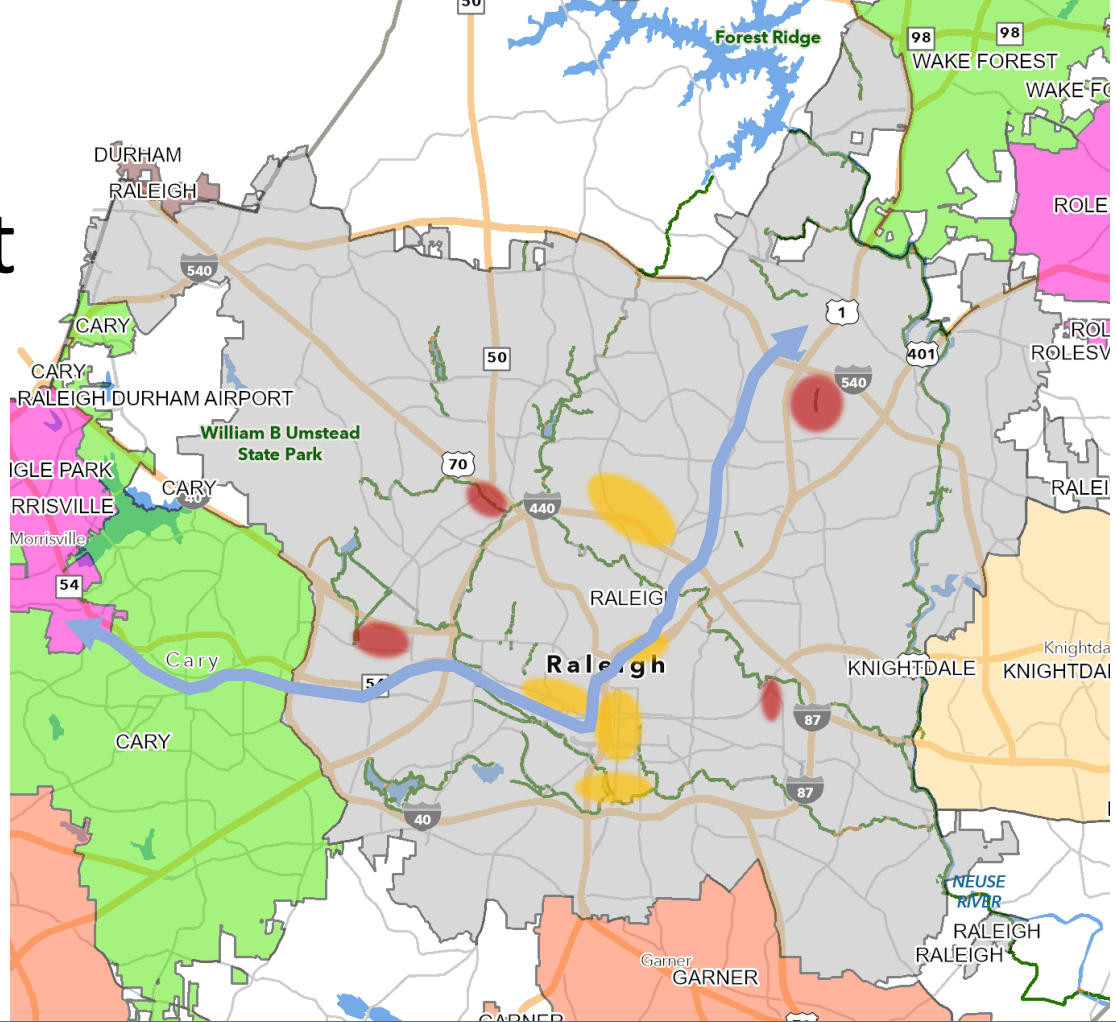


## Six Forks Road south of I-440



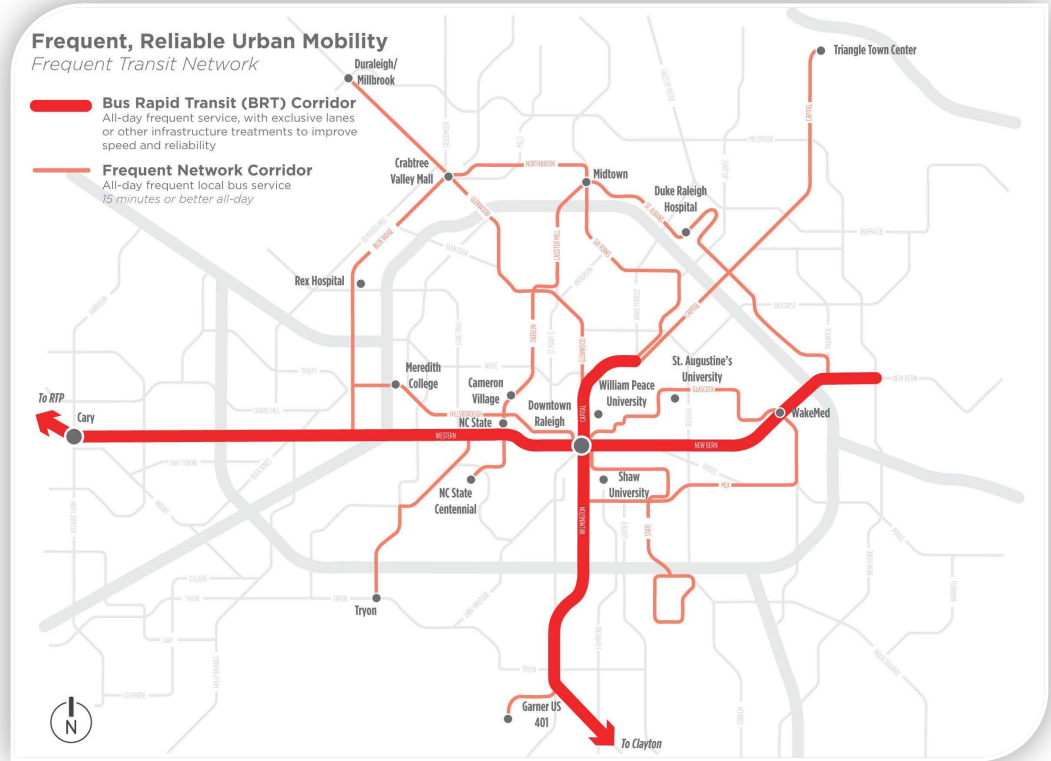


Rail bypasses  
many important  
destinations



# Enhancing Raleigh's Transit System

- Frequent network of more than **83** miles across the city
- **48%** of jobs in Wake County are within  $\frac{3}{4}$  mile of home
- Expanded evening and weekend service
- **20+ miles** of Bus Rapid Transit with **15-minute** service in key corridors
- Shorter and more convenient trips for all service



# Successful Transit Requires Four Components

## Density

Critical mass of jobs, housing, and commerce at station areas



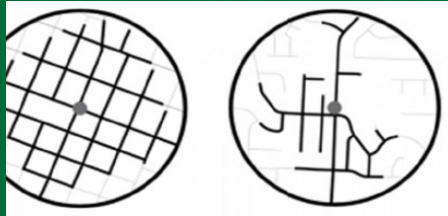
## Linearity

Multiple origins and destinations along a straight and direct path



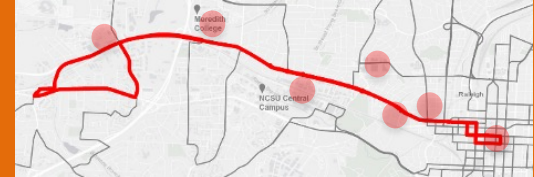
## Walkability

Connected grid of sidewalks and paths to serve the full walking radius



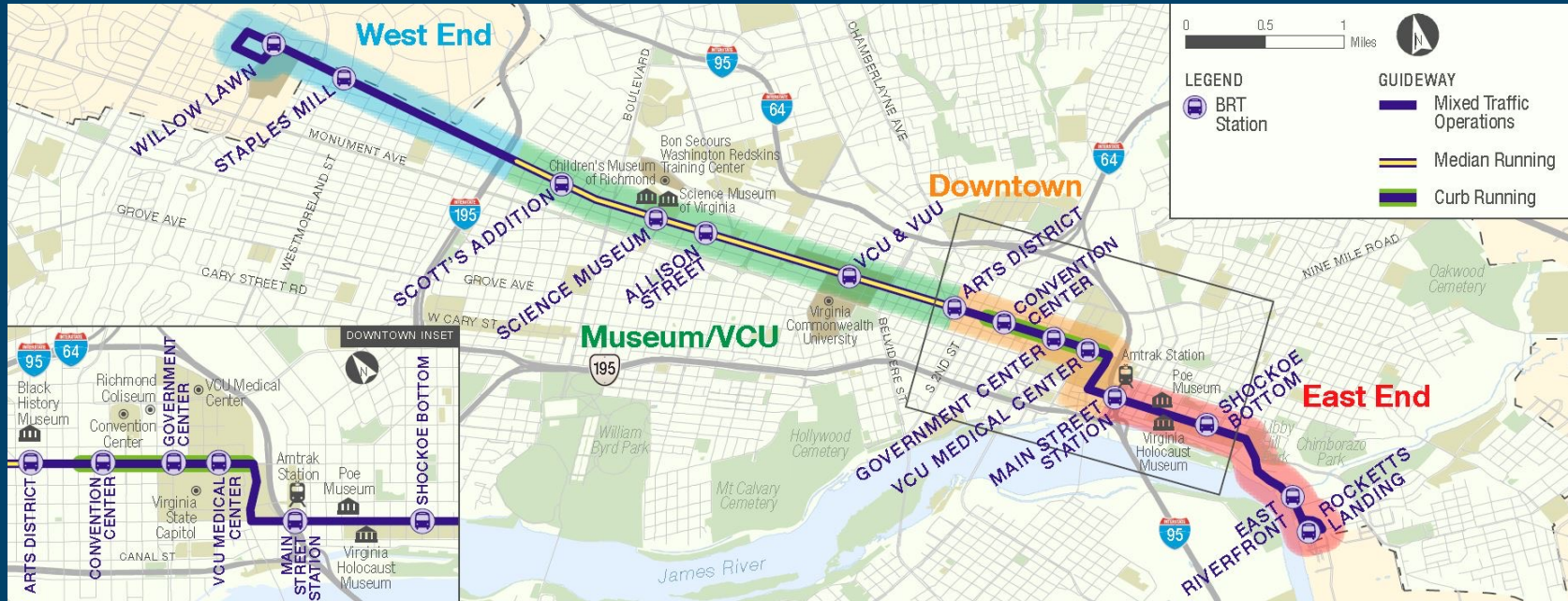
## Proximity

Minimize long gaps between origins and destinations





# Richmond, VA's Pulse Bus Rapid Transit Has all Four

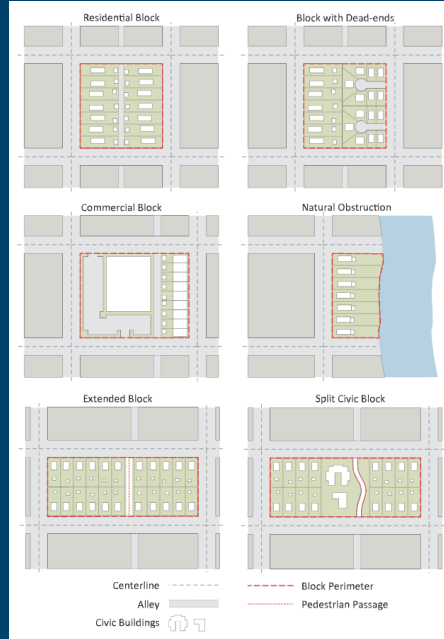
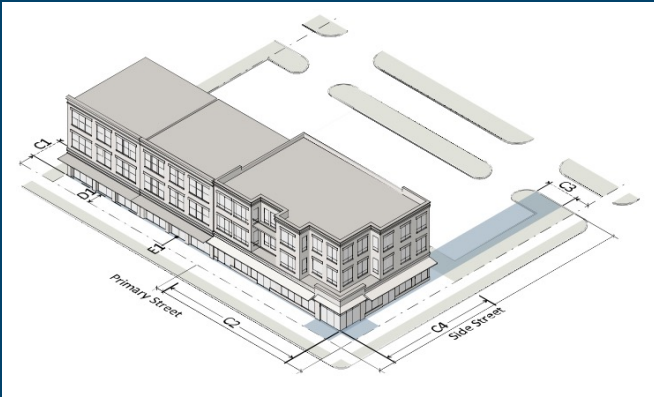


# Building Blocks of Walkable Places

- Connected streets
- Wide sidewalks with street trees
- Narrow travel lanes for low speed
- Diverse and intensive land use
- Structured parking and less parking
- Public parks and opens spaces

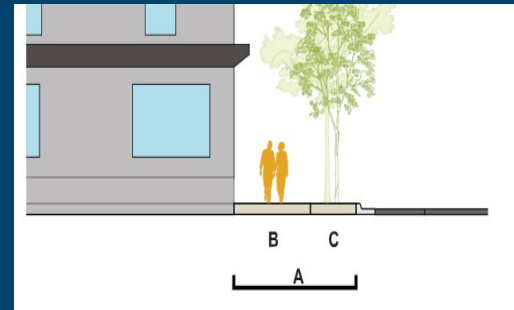
# Raleigh's UDO

## Frontage Standards



## Block Perimeter

## Complete Streets & Streetscapes





# To Get More of This...



# Public Infrastructure Needs to Evolve





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Raleigh

